



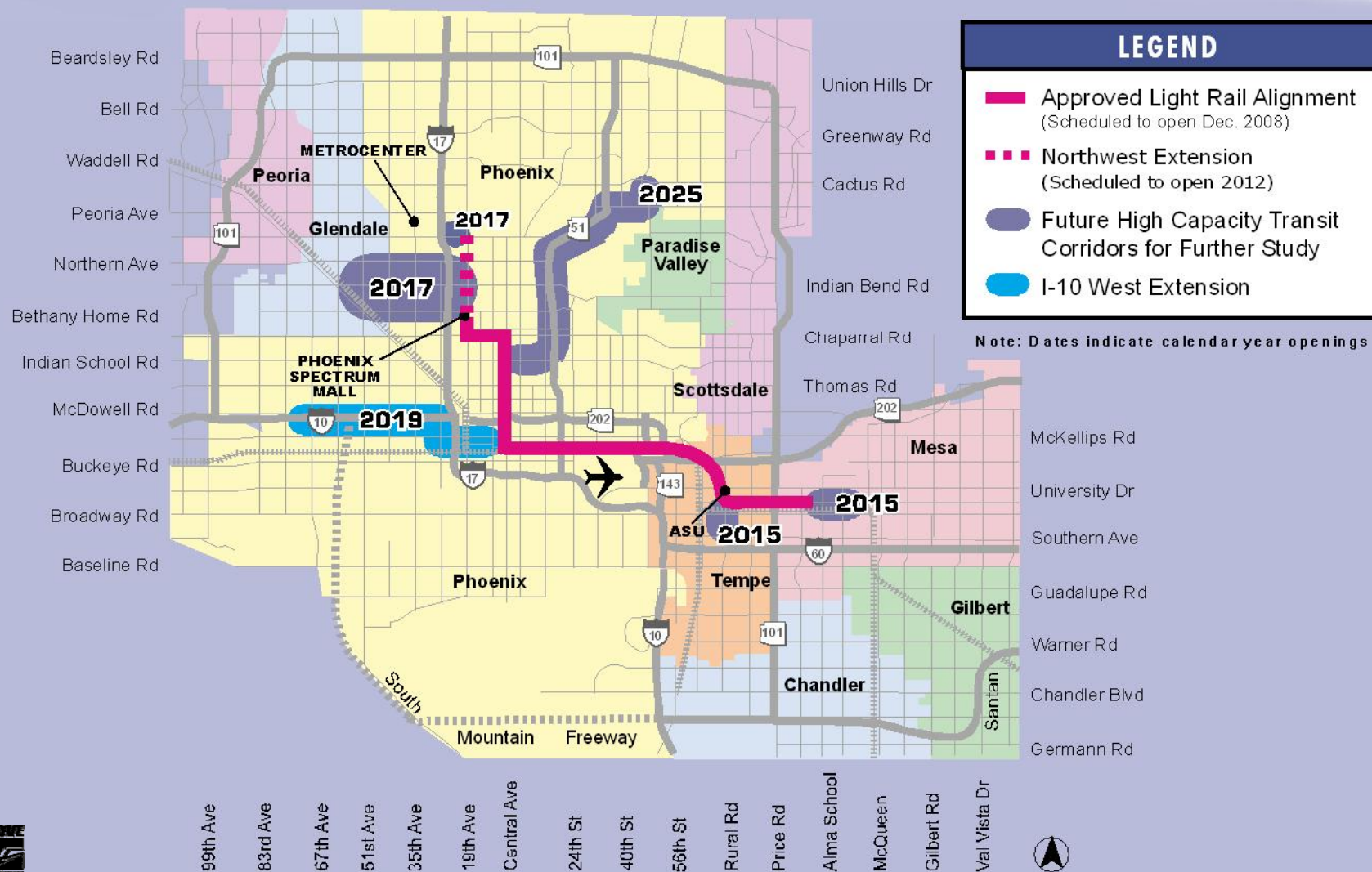
MAG Regional Council

I-10 West High Capacity Transit Alternatives Analysis Update

July 23, 2008



High Capacity/LRT System I-10 West





I-10 Corridor Characteristics

- Travel demand increase
 - 2008 - 250,000 people/day
 - 2030 - 550,000 people/day
- Added highway lanes
 - 2012 completion
- Travel time increase by 35%
- Frequent crashes add delay
- High Capacity Transit:
 - Faster travel time than auto
 - Predictable travel time





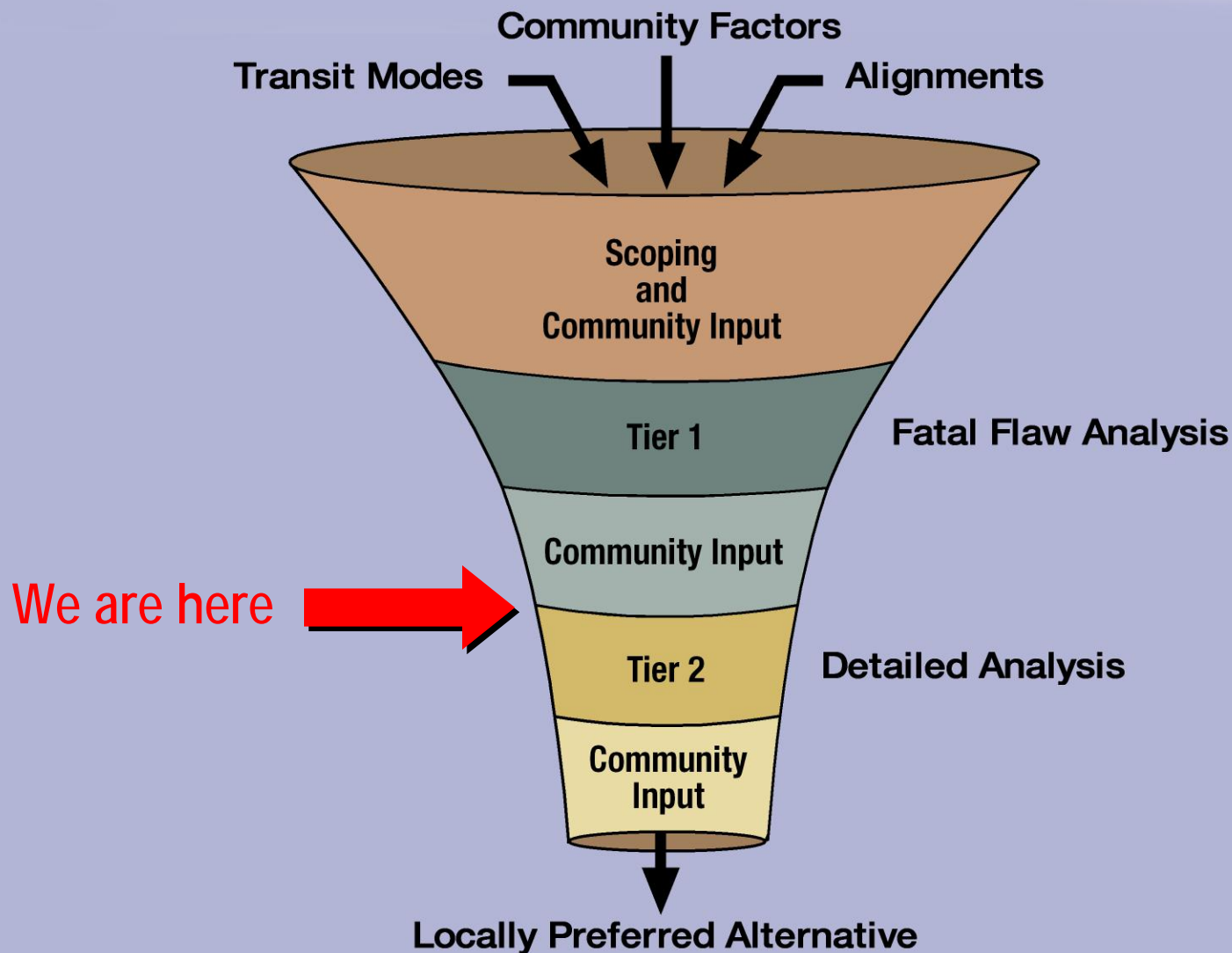
Mass Transit Median in I-10

- 50' median for future mass transit preserved as part of I-10 completion
 - Identified in Environmental Impact Statement – 1978
 - Transit technology to be defined in the future
- 2006 METRO study confirmed median transit location



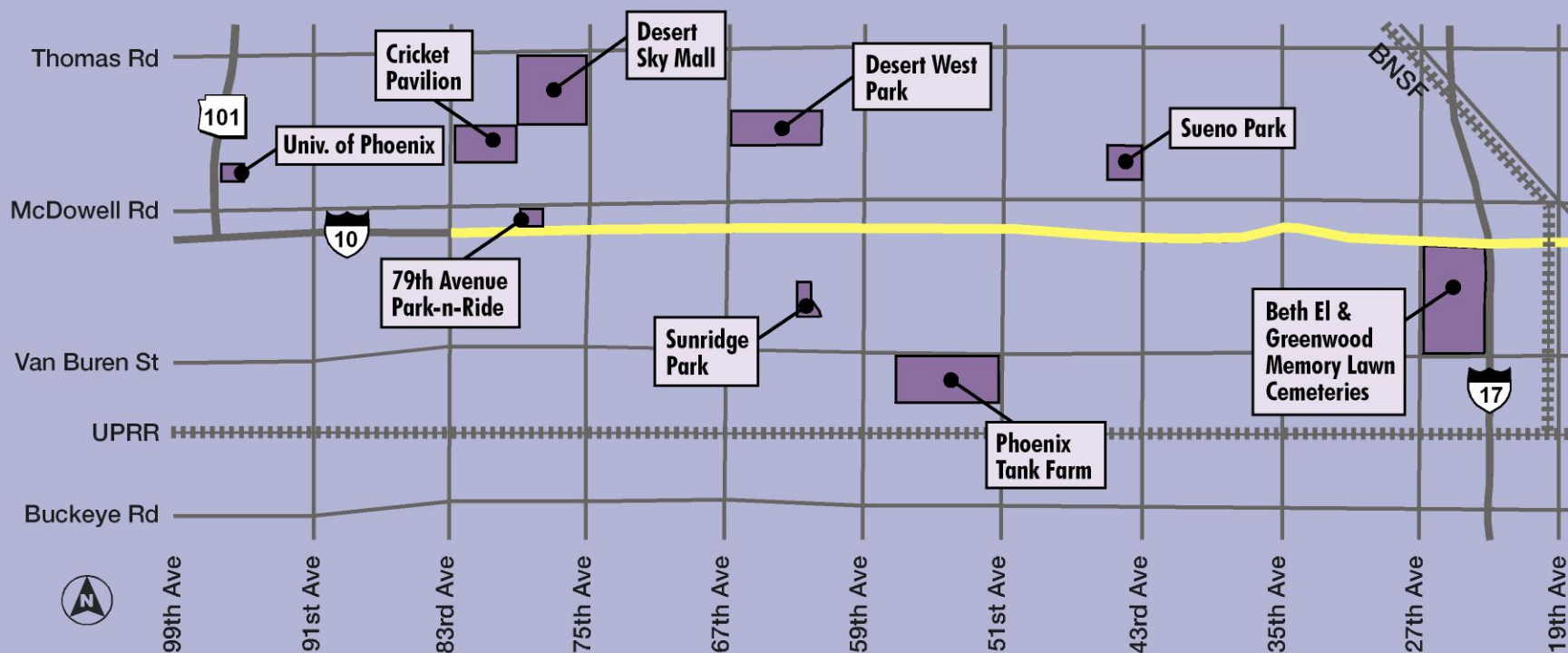


Alternatives Analysis





Tier 2 Mainline Alternative



LEGEND

 I-10 Mainline Section

 Activity Center

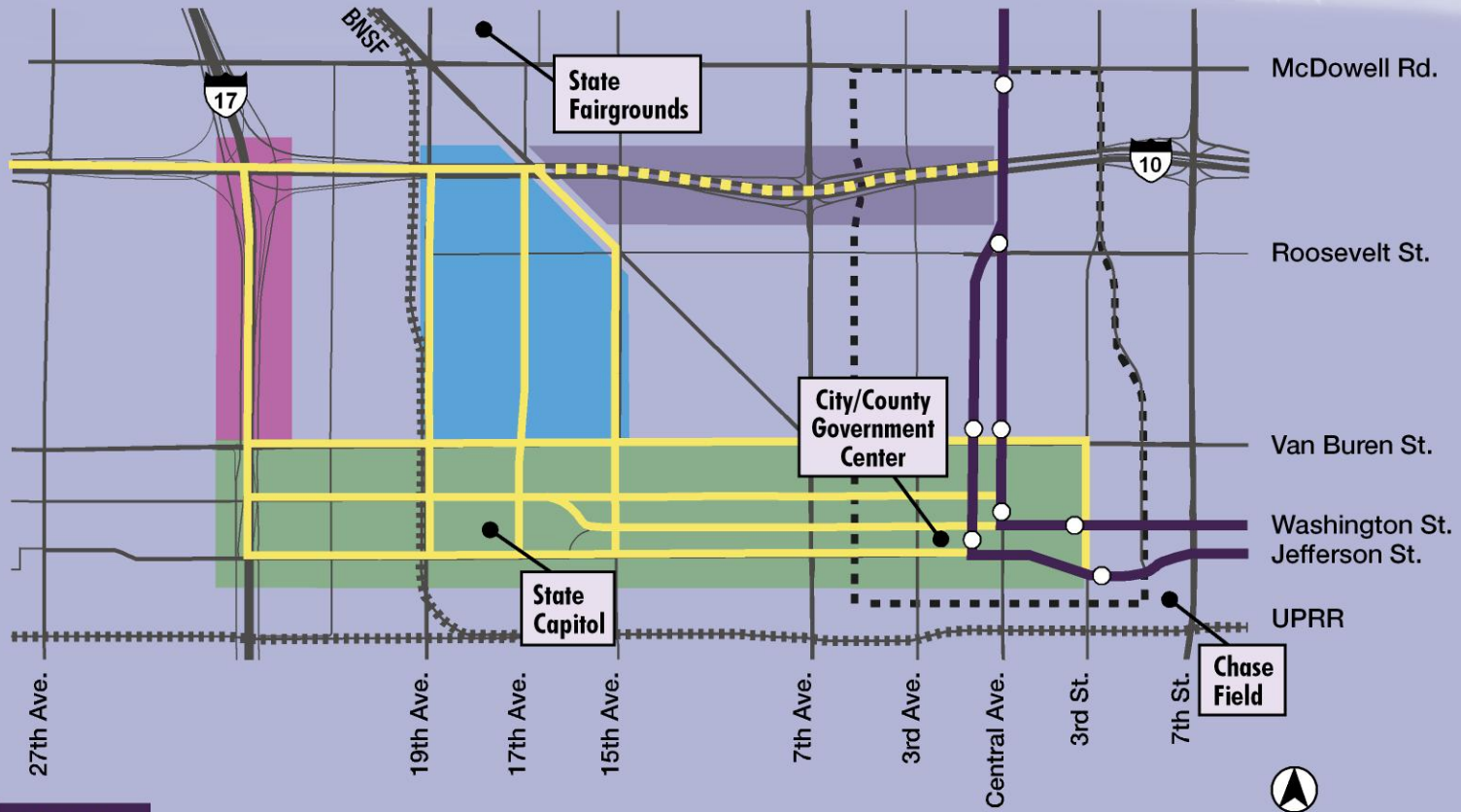


Why I-10 Alignment West of I-17?

- Consistent with original I-10 Environmental Impact Statement
- Consistent with MAG Regional Transportation Plan approved by voters in 2004
- Best addresses need for improved mobility
- Freeway alignment advantages:
 - Provides best speed, capacity and reliability
 - Minimizes ROW acquisition, street construction, utility relocation



Tier 2 Downtown Route Options



LEGEND

I-17 Connection

North-South Route Options

East-West Route Options

Hance Park Station Connection

Alternative Routes

Light Rail Transit and
Bus Rapid Transit

Only Bus Rapid Transit

Downtown Core Area

Light Rail Starter Line

Light Rail Station



Technologies Under Consideration

- Possible Modes:
 - Light Rail
 - Bus Rapid Transit
 - Local/Express Bus (Baseline)



LRT



BRT

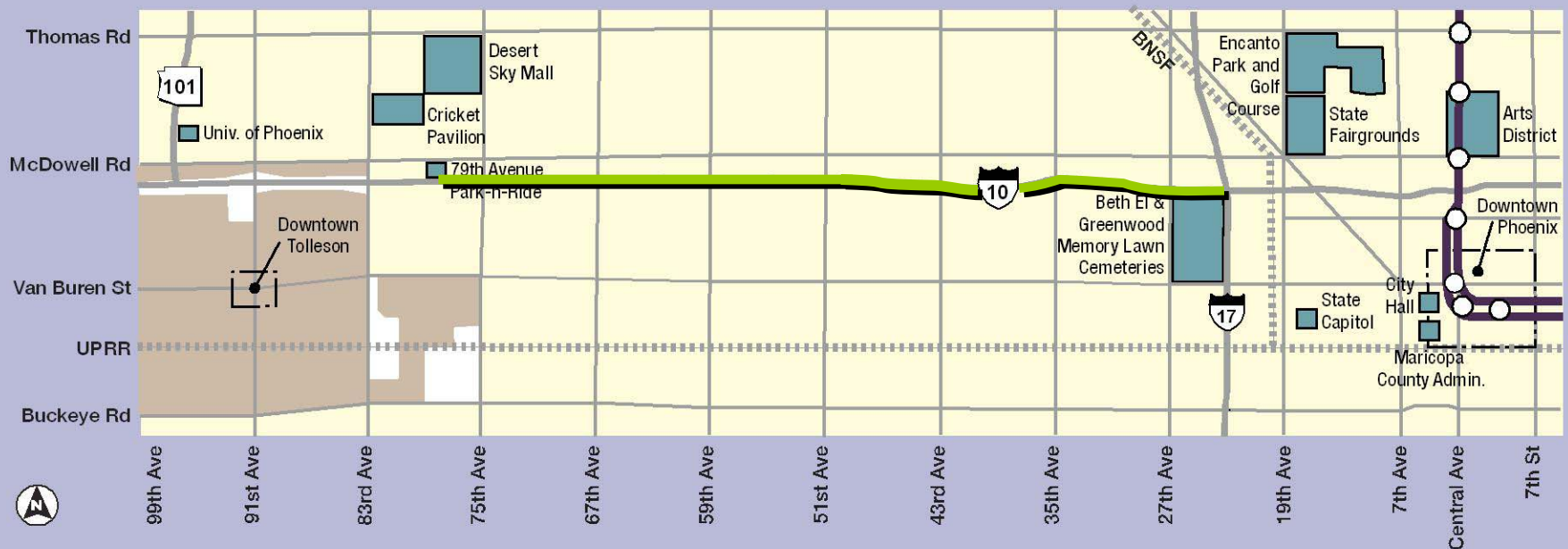


Local Bus



I-10 West Alignment Recommendation

- Early decision needed to maximize coordination with ADOT's I-10 widening.
- Support the action to adopt the I-10 Freeway Right-of-Way, west of I-17 for high capacity transit improvements.





I-10 West Alignment MAG Transportation Policy Committee Action

- Recommend adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements, and to explore further options to the west in the MAG Transit Framework Study including intermodal connections.



METRO